



## Stakeholder Comments Template

### Annual Summer ATC Assessment - 2026

This template has been created for submission of stakeholder comments on the Annual Summer ATC Assessment meeting held on March 31, 2026. The Stakeholder meeting presentation and other information related to this initiative may be found on the [Miscellaneous meetings webpage](#).

Upon completion of this template, please submit it to [ISOSTakeholderAffairs@caiso.com](mailto:ISOSTakeholderAffairs@caiso.com).

Submissions are requested by close of business on **April 14, 2026**

Submitted by	Organization	Date Submitted
<i>Bonnie Blair 202-215-8703</i>	<i>Cities of Anaheim, Azusa, Banning, Colton, Pasadena, and Riverside, California (collectively "Six Cities")</i>	<i>April 14, 2026</i>

**Please provide your organization's comments on the following issues and questions.**

1. Please provide your organization's feedback on the Annual Summer ATC Assessment meeting held on March 31, 2026.

Six Cities' Comments: The Six Cities appreciate the information shared by the CAISO in the March 31, 2026 conference on Summer ATC assessment regarding anticipated ATC for the 2026 Summer period and existing reservations for priority wheel-through service. However, the Six Cities do not agree with the CAISO's proposal to discontinue the annual evaluation of Path 26 as part of the ATC assessment process and urge the CAISO to continue the Path 26 evaluation in future years.

The Path 26 evaluation is intended to provide information regarding the deliverability of wheel-through reservations across the CAISO grid and impacts of wheel-through transactions on deliverability of resources within the CAISO BAA. The CAISO has not adequately explained its proposal to discontinue the annual evaluation of Path 26 capability. The CAISO observed at the March 31 conference that wheel-throughs have had limited impact on Path 26 operations during the past two years, but that limited experience does not provide sufficient information to justify dropping the evaluation of Path 26 capability. Summer conditions in the previous two years have been relatively mild across the western region, and the volume of wheel-through

reservations has been limited. The impact of wheel-throughs on Path 26 performance may change significantly under more extreme weather conditions or different patterns of wheel-through transactions. Moreover, the implementation of the Extended Day-Ahead Market (“EDAM”) may modify use of the CAISO grid in ways that affect the interplay with wheel-through transactions. Continuing to evaluate the effect of wheel-throughs on deliverability within the CAISO grid appears more important, not less, in light of the start-up of the EDAM. CAISO also has not identified any unwarranted burden associated with the assessment of Path 26 performance as part of the annual ATC analysis or any alternative source for stakeholders to access comparable information.

Overall, and in the absence of a persuasive justification for discontinuing the annual assessment of Path 26 capability, the Six Cities oppose the CAISO’s proposal to drop that evaluation.

2. Please provide your organization’s request of topics of interest for discussion in future meetings.

Six Cities’ Response: The Six Cities have not identified additional topics for discussion at this time.